



ADM Jonathan Greenert
Commander, U. S.
Fleet Forces Command

Fleet Safety Newsletter

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ADM Robert F. Willard
Commander, U. S.
Pacific Fleet

Commander's Corner

Welcome to the first Joint Fleet Safety Newsletter! Our purpose is to be your voice to the rest of the Fleet when you have an innovation or a better way of doing business that works to reduce mishaps. Fundamentally, we don't want our Sailors getting injured. This all volunteer force of Sailors is very precious to us, and safety is an imperative in keeping our Sailors on the job,

happy, healthy, and serving. The citizens of this great nation count on us to defend our way of life and our freedom. Readiness is vital to our mission of providing global reach for national defense. Managing risk and operating safely directly enhances our mission readiness.

We're in an inherently risky business, whether it be ship-board life, flying jets, pounding the ground or supporting the warfighter. Off-duty time can become a risky business when Sailors don't exercise their obligation to keep themselves safe. As leaders we make sure our people are trained and equipped to make responsible decisions. That means applying risk management techniques in every-

thing we do, on and off-duty, to mitigate risks. A big part of this equation is supervisor involvement with junior Sailors. Though always important, this is especially true during times of stress in their lives when they often make poor decisions.

Looking out for our shipmates is imperative. We must keep the press on regarding mishap prevention, and responsible alcohol use. We mention these together because alcohol abuse prevention and off duty mishap prevention are linked. Alcohol is often the single most common denominator in poor decision making resulting in bad outcomes. The abuse of alcohol and the lack of our ability to either control it individually or to control it as shipmates affects our mission readiness.

Our number-one priority continues to be reducing the number and severity of car and motorcycle mishaps. Thus far in FY08 the Navy has lost 21 shipmates to traffic accidents. While the FLTCM's provide additional details in their article, the key take-away is that Sailors would probably have survived if they had been wearing their seatbelts. Contrast this with the article in this newsletter where seatbelts were worn in a severe accident resulting in lives saved.

Do you have a best safety practice for the rest of the Navy? If so, send it to cpf_safety@navy.mil and help us spread the word in future newsletters. Consider the best practices you find here for application at your command. We thank you for your service to this great nation. Stay safe!

Inside this issue:

Diary of a Drunk Driver	2
Impaired Driver Program	3
"Operation one for another" Program	5
Reckless Motorcycle Riding Turns Fatal	6
Seat Belts do save lives— we are living proof	7
Naval Safety Center Corner	7
Aerial Work Platform Use—Did Anyone See the Hazards?	8
Pearl Harbor Sailors Ride For Safety	8
Motorcycle Safety Quiz	9
Sailor to Sailor Program	9
CPF & USFF FLTCM's View	10

Hear Ye, Hear Ye... Can you really hear me?

Are you asking someone to turn up the TV or speak louder? Do you find that after driving home in the afternoon with the stereo in your car on, that when you get in the car the next morning, it is a lot louder? If so you may be suffering from a condition called Temporary Threshold Shift, which if not addressed early, could easily become a debilitating life long permanent change in your ability

to hear.

While the workplace can contribute to hearing loss, Navy efforts to ensure personnel have the right Hearing Protective Device (HPD) can only go so far. This is where you can play an active role in your healthcare by ensuring that you take advantage of Navy provided healthcare and personal protective equipment.

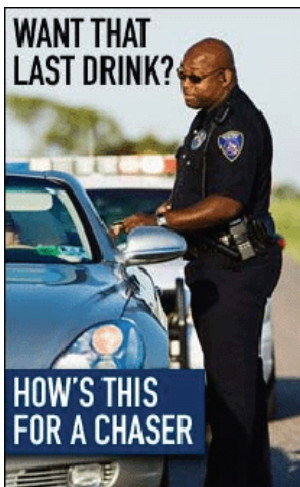
If you are wondering what

you can do to ensure you protect your hearing, take advantage of the following:

Use Hearing Protective Devices (HPD's) whenever you are around loud noise and also ensure that you are wearing them properly and that they are fully inserted in your ear canal. If you are wearing circumaural muffs, check to see if the vinyl material that contacts your skin is soft
(continued on page 4)



"I attended a mandatory Mothers Against Drunk Driving lecture in which 3 moms told the story of the loss of their children to drunk drivers. A very emotional and guilt ridden experience."



Please Drive Responsibly

Poster courtesy COMNAVSAFECEN Website

Diary of a Drunk Driver - An Officers Perspective

Editors Note: This story was written by a Naval Officer as a lessons-learned to those in his command. This Officer graciously agreed to allow general publication to a wider audience. With the exception of identifying information and command name, the information below is as received.

"I am a 46 year old Naval Officer stationed in San Diego. I have been on active duty for 27 years including 16 years of service as enlisted. The following paragraphs lay out, in detail, a chronological chain of events that completely changed my life from Halloween 2005 to Halloween 2006. Please take a few minutes to read this diary and hopefully what happened to me will never happen to you:

A few points about myself I want to share before going into the details of my eventual arrest for Driving Under The Influence of Alcohol. I did not consume alcohol on a consistent basis. As a matter of fact, I only drank alcohol occasionally at home or at occasional social gatherings. I am an avid long distance runner and have completed 2 marathons (Rock and Roll here in San Diego and the Marine Corps Marathon in Washington, D.C.) and 3 of San Diego's Half Marathons. I have two almost grown children and have very strong religious and moral beliefs. However, I am also an alcoholic. What happened to me can happen to anybody, anytime, anywhere if you are an alcohol user. I am not telling anyone not to use alcohol. I am saying however DO NOT, DO NOT, DO NOT, consume alcohol of any amount and operate a motor vehicle. Take a taxi, call a friend or walk home. DO NOT DRINK AND DRIVE!!!!!!

On 29 October 2005 at about 20:45 I was arrested for driving under the influence of alcohol on Interstate 8 at the College Avenue exit. I had just left a social gathering where alcohol was served. While driving home, I was stopped by the San Diego Sheriff's department be-

cause my driving was impaired by the alcohol and I crossed over the white line that separated the lanes. I was issued a field sobriety test and failed. I was placed under arrest at the scene and transported to the San Diego County Jail. Don't believe what you see on TV where the high priced lawyer comes and gets you out 15 minutes later. IT WILL NOT HAPPEN. You will be there for a minimum of 8 to 10 hours. You will be searched, fingerprinted, photographed and then placed in a cell 20 X 20 with 40 of Your Best Friends that you never want to see again. The only thing in this room is a toilet in the corner. After the 8 to 10 hours and when processing was complete I was released. I walked out of the jail on the streets of San Diego at about 0800 in the morning and came face to face with at least 75 homeless people. And I thought I had a bad night. NOW IS WHEN THE FUN BEGINS.

I had to attend a 3 month First Conviction Program at San Diego State University that included 12 One hour classes each week for 12 weeks and 6 two hour lectures for 6 weeks.

I attended a mandatory Mothers Against Drunk Driving lecture in which 3 moms told the story of the loss of their children to drunk drivers. A very emotional and guilt ridden experience.

I had to complete 10 days of community service picking up trash, cleaning parks, etc., for the city.

I had to hire an attorney to represent me and contact my insurance company.

I went to court and received a substantial fine. The combined costs of this was:

First Conviction Program: \$445
MADD: \$25
Attorney: \$1,700
Fine and Court Costs: \$1,950
Total: \$4,120

And I have not even talked about the insurance. It does not matter who your insurance company is, they will cancel you and you will have to obtain a much less reputable insurance at a much higher price. It will cost you thousands and thousands of dollars over the years.

Then comes the DMV. OH JOY.

I lost my driver's license completely for 30 days and had a restricted license for 5 more months. And this was before I ever went to court. The DMV will revoke and suspend your license without a conviction. Driving is a privilege, not a right. Just being cited is justification. And then you have to pay to get it back. \$195 is the cost.

I was selected for promotion to LCDR effective early 2006. My promotion was withdrawn and I was removed from the promotion listing. I was processed for administrative separation and will retire involuntarily within the next 6 months. The reason I talk about this is because if I had not been arrested, I would have continued on active duty for 4 more years and reached a 30 year retirement. If I lived for 20 more years which is very reasonable, the loss of this LCDR pay at 30 years vice LT pay at 26 years will end up being approximately \$600,000 over 20 years.

As you have noticed, I made a point of the monetary loss.

(continued on page 3)

Diary of a Drunk Driver

(Continued from page 2)

The monetary loss PALES IN COMPARISON to the shame, emotional pain, grief and guilt that this will cause YOU, YOUR FAMILY, YOUR FRIENDS, YOUR CO-WORKERS and just about every person you come in contact with. It can COMPLETELY DESTROY YOUR LIFE as you know it. It will have an

adverse affect on EVERY FACET OF YOUR LIFE. I am just so thankful that I DID NOT KILL SOMEONE while driving under the influence of alcohol. I have only detailed the highlights (if you can call them that) of this experience. There are many more, smaller painful points but they are too many to mention.

My hope is that for those of you who take the time to read this you will not drink and drive. If my pain keeps just one of you from drinking and driving and even more if it saves one life then it was worth it."

IDIPIC: Not only for the young or the reckless

Contributed by CMDCM(AW/SW) Francis "Bags" Bagarella

The quarterly DUI / Underage Drinking Prevention Panel, a joint safety effort between NAS Whidbey Island and the Impaired Driving Impact Panel of Island County (IDIPIC), continue to occur on base. This program, subtitled "Not Only for the Young or the Reckless," is considered a "must-see" presentation for men and women of all ages and was provided free-of-charge for NAS Whidbey and tenant command personnel as well as for dependents and civilian workers thanks to funding by the Officers Spouse's Club.

The presentation featured a fast-paced blend of up-to-date and often surprising facts and local information combined with vivid images and moving videos, that takes the audience on the first half of a thought provoking journey.

The emotionally charged second half features personal accounts by community members of how DUI, underage drinking, alcohol or other substance abuse impacted their lives.

CMDCM(AW/SW) Bagarella, NASWI Command Master Chief, has a personal goal in regards to educating his Sailors on not drinking and driving. CMDCM(AW/SW) Bagarella not only champions this effort, he

shares his own personal account of how a DUI event's ripple effect impacted his family. His story is as follows:

"During my last cruise (17 in all over my 30 year naval career), my daughter was dating a local football player from Oak Harbor, Washington which is near Naval Air Station Whidbey. As the deployment was coming to a close, I was looking forward to coming home to my family once again as I knew this would be the final cruise of my naval career. Thoughts of a life at sea were disrupted when I received a phone call from the maintenance chief in maintenance control at about 0200 a.m. The chief asked me what the name of my daughter's boyfriend was and I told him. He told me that I needed to come to maintenance control and see the local newspaper article on the internet. I immediately headed to maintenance control and began reading the article that had a headline stating "Local High School Football Hero dies in single car DUI." Before even reading the article, my mind raced with immediate thoughts about my daughter... was she with him... was he alone, etc... After reading the article, I found out that it was a single car accident and he was the only decedent. It seemed

that he had been drinking earlier in the evening in Oak Harbor at the local bowling alley, then, he left the bowling alley and headed to a local bar. Once he arrived there, he continued to drink until the bar closed. After the bar closed, he headed home. Of course, he never made it home. He drove his vehicle off the road and impacted the only tree on the roadside and sadly, died instantly. After about a month, the Blood Alcohol Content (BAC) report was returned at .234 (almost 3 times the legal limit)! Now, I know, you are thinking "what do you say to your daughter and to the family about the incident?"

I called from sea to express my condolences to the family and also found out that my daughter had an additional surprise for me. It seems she was pregnant with his child. I don't need to tell you how upset I was with all this news hitting me. All at once, I had to console my daughter, keep positive of the situation, and be there for her and her boyfriend's family. We also had to adjust to the fact that we were now expecting our first grandchild and ready or not, it was a done deal. Plans were changed to support the new addition to our family.

(Continued on page 4)

Quick Quiz

Q: Can you be arrested for DWI with a BAC of less than 0.08?

A: Yes, particularly if you show signs of physical impairment.



NAS Whidbey Island partnership with IDIPIC victim intervention program yields results

"I immediately headed to maintenance control and began reading the article that had a headline stating 'Local High School Football Hero dies in single car DUI.' Before even reading the article, my mind raced with immediate thoughts about my daughter...was she with him... was he alone, etc."

Quick Quiz

Q: What is the best Hearing Protection?

A: One that is most comfortable to the wearer so that it is used regularly.

Click here for additional resources



“My grandson is without a father. My daughter feels the loss daily, and has concerns about her son not knowing his father. I and his other grandfather fill this role for the time being; however the day will soon come when he will ask the question. “What was my dad like?”

Hear Ye, Hear Ye... Can you really hear me? *(continued from page 1)*

and pliable and that the foam sound attenuating inserts are still elastic. If either of these are hard or brittle, contact your supervisor to obtain a replacement. Additionally, make sure you use the same hearing protection during your off duty activities such as mowing the lawn, hunting, operating wood working equipment, etc., as your hearing can be impacted just as easily off-duty.

2. If you regularly work in a noisy environment, you will likely be enrolled in the Navy Hearing Conservation Program, which provides you with annual audiograms to determine the deviation from your baseline audiogram. If you have a significant threshold

shift in your hearing where you cannot hear as well as you previously did, ensure that you make all follow up appointments as the Medical Professionals are there to help in determining if there is a problem with the fit of HPD's or if you are having a medical problem.

3. Limit the volume on personal listening devices such as MP3 players since these could contribute to hearing loss. As a rule of thumb, if others can hear your headset then the volume is way too loud. If you are using these devices during your off-duty hours on ship, consider using a noise cancelling headset to mask shipboard noise which will enable you to listen to your music at a

much lower volume.

Unfortunately, hearing loss can be a vicious cycle because the more hearing you lose, the louder you turn up the volume on TV's or stereos, which only leads to further hearing loss.

While the VCNO has directed a number of pro-active actions to occur with regard to protecting your hearing while you serve in your duty assignments, the off-duty role you play in minimizing loud exposures will continue to allow you to hear your child's whisper or the discerning sound of sizzle cymbals in a Jazz Band. Protect your hearing today so that you may enjoy the sounds of tomorrow....

IDIPIC: Not only for the young or the reckless *(continued from page 3)*

Today, his family still doesn't fully accept the fact that he was drinking and driving. They believe he simply fell asleep at the wheel. It's now been two years since he passed away and the ripple effects of this one tragic event continue to impact everyone involved. My grandson is without a father. My daughter feels the loss daily, and has concerns about her son not knowing his father. I and his other grandfather fill this role for the time being; however the day will soon come when he will ask the question. “What was my dad like?”

Well, all I can tell you is, I am presently not prepared to answer those questions.”

That is my story. Sadly, the National Highway Transportation Statistics reveal that another life is lost every 31 minutes due to an alcohol related crash so yet another family or families has to go through the turmoil, anguish, and life disruption from one event. I'm angry, that we had to

lose another young person to drinking and driving.

During my naval career I've had the displeasure of having to notify Sailors families of their Sailor losing his life to drinking and driving too many times. I've been a CACO on several occasions, and everyone of them is different, but what's not different is your personal feelings of having to brief the family about their loss, knowing that the Sailor had a choice! A choice not to drink and drive! We, the survivors, have to deal with the loss, move on, and leave more questions unanswered. This is why I'm a big supporter of this awareness program. If we reach just one Sailor, then that's one Sailor we saved, one family that doesn't have to go through the pain.

Since implementation of this partnership, NAS Whidbey has obtained a 27% reduction in DUIs within a year. An aggressive campaign of direct Senior leadership involvement, through

a daily DUI static display board containing the Last DUI, the present number of DUIs and the command the member was assigned to has reduced the number of DUIs from 65 to 48 in FY-2005/6. As of May 2007, we were at 6 DUIs for the calendar year of 2007 with a goal to reduce it to half of 2006's total of 24. We know we won't be able to have zero DUIs but we are making progress.

While the IDIPIC is done in the local area, similar victim impact programs may be available in your local area. If you are interested in finding out more about the IDIPIC program, contact coordinator JoAnn Hellmann for questions at (360) 675-8397 or jdipic@idipic.org. Should you have any questions about how the program is implemented at NAS Whidbey Island, please forward your questions to CMDMCM(AW/SW) Bagarella at fran-cis.bagarella@navy.mil.

FRC Northwest "Operation One For Another" Program

Contributed by AECS Wanless

What is it going to take to prevent drinking and driving from occurring? How many more lives have to be lost before innovations occur to stem the tide of DUI's? Will intrusive leadership, daily awareness briefs, additional resources aid this issue? At FRC Northwest, a new twist on an old idea combines intrusive leadership, and a daily awareness reminder that has resulted in significant dividends for the past year and a half. At FRC Northwest, a new twist on an idea has been paying dividends for the last year and a half. In the past, individuals had to rely on a less than adequate transit system or a severely undermanned fleet of taxi cabs to get a ride home after an excursion involving alcohol. For whatever reason, individuals would decide they had enough of waiting and try driving home while under the influence. During calendar year 2005, 26 individuals tempted fate and luckily were identified by the cities finest before a mishap occurred.

At a dismal year's end, it was apparent we needed to do more than give Sailors just a 'chance' of getting home. We looked at many options to include the Duty Driver being on the hook to collect them, or implementing a new watch for that very reason. Standing up a new watch was not a popular idea and the possibility

of the Duty Driver being elsewhere presented another obstacle.

How about Sailors taking care of Sailors? How? Have them call a Sailor when they need a ride home. Sure, but who do they call? Someone that will drop everything or get out of bed in the middle of the night to take care of a shipmate? Sounds easy, but who would want to do that???

That's when our program "One For Another" came to be. In short, we asked for volunteers from the E5-E6 pay grades. A list of these volunteers was compiled with only their first name, phone number, and area they lived. Key chain tags, 2.5" by 1", were made and distributed to all hands. On these tags are important numbers including the Quarter Deck. This tag would serve as a subtle reminder of another option available to a Sailor who had been drinking, especially when they reached for their keys.

When a call came across the Quarter Deck from a Sailor needing a ride home, the process began. The watch would call a name on the driver list and relay the name and location of the intoxicated Sailor. The volunteer driver would then pick up the Sailor and drive him home. The following day, arrangements

process was all done anonymously. The Sailor needing the ride home didn't know who was going to pick them up, and the driver didn't know who they were going to be giving a ride to. What mattered was the availability of a ride home.

Why E5-E6? These pay grades were selected based on their maturity and ability to handle potential problems if they arose.

Why not Chiefs? We didn't want our Sailors thinking about repercussion if the Chief picked them up. That might have dissuaded them from calling in the first place.

In calendar year 2006, the number of DUI's at our command totaled five, an 81% decrease. For calendar year 2007, we continued a significantly decreasing trend in DUI's.

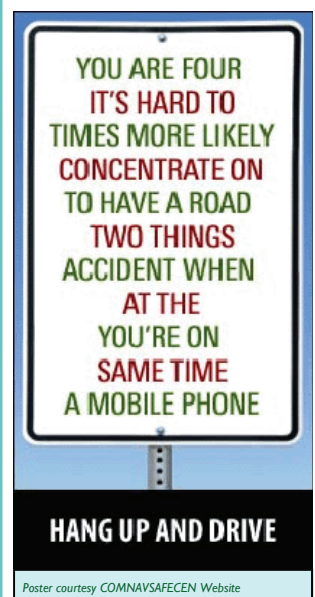
As an incentive, the CO has incrementally authorized one day special liberty to all hands for each 60 day period DUI free. A counter on the Quarter Deck gets a lot of attention when the number approaches the next milestone. We hear it in the P-ways and in the work centers that "No-one better mess this up." What ever the motivation, the program is working. To date, about 750 calls have been made to the quarter deck. And we are actively seeking the next method to heighten awareness of DUI and the ability NOT TO GET ONE. Is it the "end all" for DUI's? No, but it is another way we at FRC NW are doing what we can to take care of our Sailors.

For additional information on this program, contact AECS Wanless at Mark.Wanless@navy.mil



FRC NW "Operation One For Another" key ring contact numbers provides retribution-free assistance when a ride home is needed.

"On these tags are important numbers including the Quarter Deck. This tag would serve as a subtle reminder of another option available to a Sailor who had been drinking, especially when they reached for their keys"



Reckless Motorcycle Riding Turns Fatal

Contributed by Cathi L. Seto, CPF IH & Mishap Analyst

Although Fiscal year 2007 (FY07) turned out to be the lowest year for recordable motorcycle fatalities since FY02, the third quarter of FY07 turned out to be a deadly period for active duty military motorcycle riders. For the period April through June of FY07, the Fleet saw the loss of 5 shipmates in recordable motorcycle incidents (4 of these within a two week period in May) and the loss of 1 additional shipmate in a non-recordable incident that resulted from evading arrest. These 5 recordable deaths accounted for 42% of the 12 total recordable motorcycle fatalities for the year. What is even more disheartening is the fact that every one of these incidents may have been prevented had the riders not been speeding.

If you currently own a motorcycle or are planning on purchasing one you are reminded to:

- Complete the required Motorcycle Safety Foundation (MSF) training.
- Wear all required personal protective equipment (PPE) including: DOT approved full face helmet with eye protection; long sleeve shirt or motorcycle jacket; full finger leather gloves; over the ankle boots; and reflective safety vest.
- Obtain a valid motorcycle driver's license and insurance.
- Always drive defensively - automobile drivers are not always cognizant of motorcycle riders around them.
- Never exceed the posted speed limit.
- Never drink and drive.

Each and every one of you is an asset to the Navy and each of you must remember that you

alone bear the responsibility for your own well being. You must also remember that you are not the only one affected when an accident occurs. It is, in fact, the ones left behind (i.e., family and

He was riding his motorcycle with his sister as a passenger and speeding on the California Freeway. Police attempted to pull him over for speeding and he decided to evade the traffic stop.



friends) who bear the brunt of your recklessness.

One example that hit this point home this year was a traffic accident that occurred in the San Diego area. This incident involved a 21 year old E3 who had recently purchased a motorcycle.

This eventually led to a high speed accident on a freeway off ramp when he slammed into the guardrail.

The E3 and his sister were ejected from the motorcycle after hitting the guard rail and landed some 75 feet below the

“The E3 and his sister were both thrown off of the motorcycle after hitting a guard rail and landed some 75 feet below the off ramp in a parking lot below.”

off ramp in a parking lot below. Not only did the E3 pay for his recklessness with his life, but also that of his sister, who had no ability to control his actions while riding as a passenger.

We can only imagine how devastating this incident was to the E3's mother – it's tragic enough losing one child, let alone two due to reckless operation of a motorcycle.

We are fortunate that the vast majority of riders are responsible and participate in group rides, take MSF riding courses, etc., however we ask that our seasoned riders mentor the new riders so that events such as the one described do not happen. Every loss in our Navy family is one too many. Please ride safely - your life and the lives of those around you depend on it.

Seat Belts Do Save Lives - We Are Living Proof!

Contributed by IT2 Erica Twyman

On the morning of June 30 my soon-to-be husband and I were traveling to Florida for our wedding which would be held that following weekend on July 7th. My husband would be flying to Miami to meet some of his friends for his bachelor party and I was flying to Tampa to finalize the wedding arrangements. After loading the back seat with our luggage, we parted home that morning at approximately 0430.

We live in Temecula and were driving to San Diego to fly out of the Lindberg field airport. It was early Saturday morning with minimal traffic on the freeway when we noticed a work truck a few car lengths in front of us.

All of a sudden a HUGE piece of scrap metal flew off the back of the truck. It was around 20 feet by eight feet and it looked like a scene out of the movie "Final Destination!" I was driving and I could not negotiate out of the way of this huge object coming right at us. My husband was just about to doze off when I realized either this large metal scrap was going to be flying through our

front wind shield or we had to get out of the way. I was in the fast lane and I quickly switched lanes all the way over to the slow lane, however it appeared this object was still coming straight at us. As I hit the brakes to slow down, the car started sliding and we slid around 100 feet side ways. When it appeared the car was coming to a stop, in fact, it started to flip over and over. It flipped four times in all and ended up a hill on the side of the freeway with us upside down as



Pre-wedding mishap photo showing car a total wreck

it landed on the hood. It was still dark outside and we were in some bushes. Luckily my husband had just rolled down the window prior to the accident and because of that it was our only way out of the car. My husband was bleeding from the top of his head, his mouth, and his arm. His jersey was covered in blood and kept yelling "my chest, my chest" as blood ran down his face.

The driver of the truck watched the whole scene through his rear view mirror and he pulled over and called 911. My husband spent two days in the hospital before he was allowed to leave via wheel chair with back and neck injuries. I escaped with a small cut on my baby toe.

My husband missed his bachelor party but made it down the aisle for our wedding with the help of some pain medication. We are truly blessed to be alive to tell this story. Our family always wore our seat belt while driving and without those seat belts we would have likely

"It flipped four times in all and ended up a hill on the side of the freeway with us upside down as it landed on the hood."

been ejected from the car and not been here today.

The take away message is that seat belts really really saved our lives!



A post-wedding photo of Erica and Tony enjoying a relaxing moment

Naval Safety Center Corner



Why Manage Risk?

Here Are Two Reasons



The Naval Safety Center once again has provided some useful tools for commands to supplement their winter driving season. Click on the link at the top to gain access to their website "Winter Season Survival Guide" In it you will learn about smart alternatives to driving under the influence of alcohol, how to plan reasonable driving distances, and much more. Please take the time to check out our posters, articles, videos and presentations.



Have you seen the ORM Webpage on the safety center web site? Are you familiar with your command roles and responsibilities, ORM Tools, CO/XO information they need to know, ORM Assessments? If not, ensure you ask your ORM coordinators how you and your team plays a roll in operational risk management. ORM is not another buzzword and is critical to mission success. So much so that the evaluation of ORM integra-

tion into command evaluations is now being performed Fleet wide. Additionally, ORM Application and Integration training has been taught at each Navy concentration area in our AOR so that ORM trainers can assist the XO (the designated ORM program manager for each command) in training each department. If you are reading this and realize you don't have an understanding of ORM or your role, be sure to visit the Naval Safety Center website and click on the ORM link at the bottom of the page.

Aerial Work Platform Use - Did anyone see the hazards?

Aerial Work Platform (AWP) use continues to be a concern and requires continual command attention to ensure actions identified in COMPACFLT 272002Z FEB 07 Message are taken regarding pre-job planning and inspection, training and licensing, and supervisor involvement during operations. As evidenced by a recent e-mail to Echelon II Safety Directors, there is still work to complete in this area.

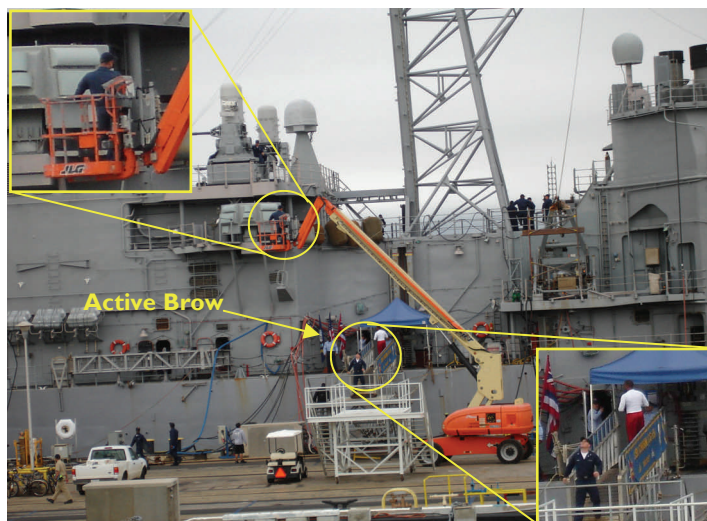
Key take away from the email was that an Echelon II subordinate command had recently completed AWP training when they observed a Navy ship adjacent to them at Pearl Harbor operating the AWP without adhering to all the safety re-

quirements. From this operation and an accompanying set of photos, they created a "What is wrong with this picture" training presentation.

Some of the items visually identified were; a Sailor operating an AWP without fall protection, another Sailor walking under the AWP without any

hard hat, placement of the AWP over a brow that was not secured to personnel use, and no Safety Observer to communicate hazards to the AWP operator as well as to surrounding personnel.

While we continually stress the use of ORM and Supervisory involvement, both were absent from this operation. If you are not familiar with the requirement for AWP use, ensure that the COMPACFLT message referenced is followed or gain access to NAVFACINST P-300, Management of Civil Engineering Support Equipment so that you or your command can create a safe operating environment when these types of equipment are used.



Pearl Harbor Sailors Ride for Safety

By MC3 Class Michael A. Lantron, CNR HI Public Affairs

PEARL HARBOR (NNS) -- Twelve motorcycle riders stationed at commands from both Naval Station Pearl Harbor and Ford Island participated in the first motorcycle ride for the Pearl Harbor Motorcycle Association on July 27.

The motorcyclists rode from the Naval Brig on Ford Island ending at a restaurant in Kapolei to promote motorcycle safety throughout the command.

The organization, created by Cmdr. Douglas Holderman, executive officer at Naval Station Pearl Harbor, along with Yeoman 1st Class (SW) Eric Keating and Gas Turbine System Technician (Mechanical) 1st Class Philotis Berry, is designed to decrease the number of Sailor accidents and fatalities due to the lack of basic motorcycle skills.

It will be used as a tool for Sailors to improve their riding and have fun.

"The XO made this group a mandatory activity for all riders," said Berry. "Even though it is mandatory, being able to do this during working hours shows how important this is to the chain of command."

In a statement about the group and its relation to motorcycle safety, Command Master Chief (SW/SS/FMF) Stephen Mitchell of Naval Station Pearl Harbor explained, "We are trying to raise awareness for motorcycle safety and increase membership of the group for the riders who do not have as much

experience and give them an opportunity to improve their riding skills. The command leadership endorses this and we want

to help save lives and this is a



Pearl Harbor Motorcycle Association members on a group ride on the island of Oahu.

Photo Courtesy of MC2 Michael Lantron

great way to do it."

Although the majority of riders for the first meeting were senior enlisted Sailors, the goal is for younger Sailors to become more involved in the program.

"The hope is that more riders come out to every event, espe-

cially the younger, more inexperienced riders," said Keating.

During meetings, Sailors also learn some of the frequent safety issues that cause problems for motorcyclists around the world.

"One of the most common safety problems for riders is that they are riding on a bike that is not appropriate for their size," said Keating.

To drive on Naval Station Pearl Harbor, personnel must be approved by their chain of command and then take either the experienced or basic rider course, depending on their level of riding.

"The experienced course is a one-day course for those who have been riding frequently, while the basic course is a longer course for new riders or riders who have not ridden in a while," said Rodd Johnson, Motorcycle Safety Foundation rider coach and trainer.

Motorcycle Safety Quiz

Courtesy of COMNAVSAFECEN

1. Drivers authorized to operate a motorcycle on an installation are required to complete:

- a. Only state required training
- b. Orientation training by the motorcycle seller
- c. Industry provided motorcycle training course
- d. A Navy or Marine Corps-approved motorcycle training course

2. Traction is?

- a. Tire loading expressed in pounds
- b. Friction between the tires and the road surface
- c. A combination of weight and centrifugal force
- d. A direct function of the weight of the rider relative to the weight of the motorcycle

3. Slowly rolling on the throttle throughout a curve

- a. Produces traction
- b. Stabilizes the suspension, maintains ground clearance and prevents sudden shifts in traction distribution
- c. Enables the rider to slow just prior to exiting the curve
- d. Uses just enough traction to enable the bike to "stick" to the roadway as the curve is being made

4. To select a safe overall speed for a particular corner, the three speeds that should be considered are?

- a. Roll, enter, balance
- b. Slow, lean, look
- c. Approach, entry, exit
- d. Visual, anticipated, actual

5. The major factors that determine how much traction is available are?

- a. Gravity and road camber
- b. Approach speed, lean angle and ground clearance
- c. Friction force between the tires and road surface
- d. Motorcycle position, rider position and position of accessories

6. The minimum following distance behind the vehicle ahead is?

- a. 4 seconds
- b. 2 seconds
- c. 12 seconds
- d. 6 seconds

7. The most important piece of personal protective equipment for a motorcyclist is?

- a. Face shield
- b. Helmet
- c. Gloves
- d. All of the above

8. The requirement for motorcycle safety applies to service members?

- a. Off duty and on installation only
- b. On duty and on installation only
- c. At all times on or off duty and on or off installation
- d. On duty or off installation on official business

9. The prime considerations when selecting an effective motorcycle helmet should include:

- a. Cost and manufacturer
- b. Type (full, three quarter, half shell)
- c. Construction (plastic, fiberglass, Kevlar)
- d. Fit
- e. a and b above
- f. b, c and d above

10. The largest cause(s) of single vehicle motorcycle crashes is(are)

- a. The rider running wide in a turn and running off of the roadway
- b. The rider riding while intoxicated
- c. The rider not wearing proper protective equipment
- e. The rider failing to yield the right of way to other vehicles
- f. a and b above

Answers to the quiz on page 10

Sailor to Sailor Program - Tell your story to the Fleet

COMNAVSAFECEN 131445Z NOV 07 message revealed a new "Sailor to Sailor Safety" (S2SS) Program initiative which is designed to give young Sailors the opportunity to make a difference in mishap reduction through positive mentoring and first-hand accounts of personal motor vehicle, recreational, and operational safety.

The message states that "We

should never underestimate the powerful influence of peer-to-peer interaction. This program will make the most of the ideas and perspectives of our youngest shipmates."

While Sailors have already been selected, for this year, nominees are still encouraged to apply as Sailors selected for this exciting program will travel to the Naval Safety Center in Nor-

folk, Va, for a three-day TAD assignment.

Among other high-profile opportunities, they will be videotaped for Fleet-wide public service announcements and participate in roundtable discussions about ways to increase Risk Management awareness in the Fleet.

While Sailors can be nominated for this program by their chain of command, the Safety

Center staff will also identify personnel as they travel around the Fleet. They are primarily looking for Sailors between the ages of 17 and 24 who are on their first or second enlistment and who have a compelling message.

For further information contact the Public Affairs Officer at the Naval Safety Center at safe-pao@navy.mil



**Address for story or article submission:
COMPACFLT C/N0ICE2**

**250 Makalapa Drive
Pearl Harbor, HI. 96860**

Phone: (808) 471-9359/(757)836-3680

Email: CPF_Safety@navy.mil

Do you have a good story or process that you feel others in the Navy would benefit from hearing about? If so, please send them to the e-mail address at the left where they will be reviewed for submission in future Fleet Safety Newsletters. All stories published here are also forwarded to the Naval Safety Center for possible inclusion as Navy Best Practices when the story involves a process that prevents mishaps and increases safety for personnel.

Motorcycle Safety Quiz Answers

- | | | | |
|------|------|------|-------|
| 1. D | 4. C | 7. B | 10. A |
| 2. B | 5. C | 8. C | |
| 3. B | 6. B | 9. F | |



**COMUSFLTFORCOM
FLTCM(SS/SW) Rick West**

Welcome to the "anchor" page of the Fleet Safety Newsletter. Thank you for taking the time to read through the articles and personal anecdotes. The information published here surely opened our eyes to the continued need to stress safety. We hope it did the same for you.

We are not going to beat around the bush, Shipmates; we need to take a round turn on safety especially off duty. Reading through these pages, it is clear that we often don't make smart decisions once we change into our civilian clothes when liberty call goes down. We have a 27-year veteran getting behind the wheel of a vehicle after drinking at a social gathering – 27 years of honorably serving his country only to result in a DUI conviction, a huge monetary loss and a lifetime of regret. We also read about how speeding and lack of experience on a motorcycle led to



FLTCMs View



a mother losing not only her Sailor son, but also her daughter who was riding on the back of the vehicle. No admission of fault found here; this Sailor didn't live to regret.

And what about the continual ping on seatbelt use. Of the 21 PMV fatalities thus far this year, seven were motorcycles, and of the remaining 14, we know at least six drivers were not wearing seatbelts. From the write ups, it is very likely all fourteen would have survived had they been wearing these safety-related pieces of gear, which -- oh by the way -- are mandatory! Incidentally, we've recently heard that as we continue to send thousands of Sailors into harm's way in support of the Global War on Terror, we've lost only three Sailors in that war environment. Clearly, the war, every bit as vital, is the war on educating our Shipmates on motorcycle safety courses and seatbelt use!

These incidents, and many more like them, could have and should have been prevented, yet we continue to see reports that show Sailors speeding and losing control of their vehicles, driving without seatbelts, and/or driving under the influence. These mis-

takes are avoidable, and we must do what we can to ensure we pay as close attention to safety "off" the job as we do "on." Remember, you are a Sailor, a Shipmate, 24/7.

We could talk for hours on the increasing incidents occurring off duty throughout the Fleet, however, we would rather talk about a remedy. Who hasn't heard of Operational Risk Management, or ORM? ORM is used everyday aboard our Navy vessels, aircraft, shore installations, work sites, etc. It helps us make smart decisions and ensures we keep ourselves and our Shipmates safe. Let's try applying ORM in our personal lives.

ORM has two basic steps – planning and applying. No matter what the activity, such as taking a four-wheeler to a dirt track, camping in the mountains, heading out to a command function, hanging holiday lights, barbecuing on the grill, or jumping on a motorcycle with a friend or loved one, ORM can and will help you make smart decisions. So, how do you plan and apply. First, you start with these steps:

- Identify the possible hazards.
- Assess (evaluate) the hazards
- Make decisions based upon these evaluations



**COMPACFLT
FLTCM(SW/AW) Tom Howard**

- Implement controls
- Supervise the process

Another piece of the ORM concept we would like to review are the principles: Accept risk when benefits outweigh the cost, accept no unnecessary risks, anticipate and manage risk by planning, and make risk decisions at the right level. More information can be found at www.safetycenter.navy.mil.

Bottom line here – think before you act, evaluate any possible hazards and make good decisions. Isn't your career or your life worth a few minutes of planning and applying?

Remember, safety is everyone's business. And, if something doesn't look or feel right, it probably isn't. Sail and Stay Safe, Shipmates! We need to be able to see you around the Fleet!